Vol. XXXV. No. 4908. 就一卅月三年九十七百八千一英



Established February With which is incorporated The

MURCIER and ADETS' CLARETS.

FOSTER'S Bottled ALE and STOUT.

STARKEY'S GOLD LACE and OFFICERS'

COURVOISIER'S BRANDY.

WHITBREAD'S STOUT.

SILBER LIGHT LAMPS.

DECORATIONS.

KOHNSTAMM'S CHAMPAGNE.

BAXTER'S CANVAS.

VAN HOBOKEN'S GIN.

"Hongkong Evening Mail and Shipping List." Published every Evening.

HONGKONG, MONDAY, MARCH 31, 1879.

Intimations.

ARE AGENTS FOR

W. T. ALLEN & Co.'s ORNAMENTAL

LONDON & CHINA EXPRESS, OVER-

LAND MAIL, and THE HOME

IRON WORK.

LETTS'S DIARIES.

TEACHER'S WHISKY.

ISIGNY BUTTER.

GILDEY & SONS' WINES.

BASS'S DRAUGHT ALE.

CONSTABULARY REVOLVERS.

THE NEW LIFE JACKET.

AGENTS FOR THE CHINA MAIL.

LONDON :- F. ALGAR, 8, Clement's Lune, Lombard Street. GRONGE STREET & Co., 30, Cornhill. GORDON & GOTCH, Ludgate Circus, E. C. BATES, HENDY & Co., 4, Old Jetory, E.C. SAMUEL DEACOR & Co., 150 & 154, Leadenhall

PARIS AND EUROPE :- LEON DE ROSNY, 19, Rus Monsteur, Paris.

NEW YORK:-ANDREW WIND, 133, Nossau Street.

USTRALIA, TASMANIA, AND NEW ZEALAND :- GORDON & GOTOH, Melbourns and Sydney. SAN FRANCISCO and American Ports

generally :- BRAN & BLACK, San Fran-SINGAPORE AND STRAITS:-SAYLE & Co., Square, Singapore. C. Heinszen & Co., Manila.

CHINA:-Macao, Messrs A. A. DE MELLO & Co. Sucatoro, CAMPBELL & Co. Amoy, WILSON, NICHOLLS & Co. Foochow, HEDGE & Co. Shanghair LAME, CHAWFORD & Co., and KELLY. & WALSH, Yokohama, LANE, CRAW-FORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND,......1,800,000 Dollars.

COURT OF DIRECTORS, Chairman-W. H. FORBES, Esq. Deputy Chairman-Hon. W. KESWICK. E. R. BELILIOS, Esq. | WILHELM REINERS, H. L. DALBYMPLE, F. D. SASSOON, Eaq. H. HOPPIUS, Esq. W. S. Young, Esq. A. McIver, Esq.

CHIEF MANAGEB.

Hongkong,.....THOMAS JACKSON, Esq. MANAGER.

Shanghai, EWEN CAMEBON, Esq. LONDON BANKERS, -London and County

HONGKONG.

INTEREST ALLOWED. N Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits :-For 3 months, 3 per cent. per annum. 4 per cent. ,, 5 per cent.

LOCAL BILLS DISCOUNTED. Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial placer in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East. Hongkong, February 15, 1879.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

ATES OF Interest Allowed on Fixed

DEPOSITS. months' notice 8% per Annum.

On Current Accounts at Rates which can be asceltained at their Office. D. A. J. CROMBIE.

Acting Manager. Oriental Bank Corporation, Hongkong, November 28, 1878.

CHARTERED BANK OF INDIA, AUS-TRALIA, AND CHINA.

CAPITAL,.....£800.000. RESERVE FUND,£150,000. Bankers. THE BANK OF ENGLAND. THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

HE BANK'S BRANCH in HONGRONG grants Drafts on London and the Chief Commercial places in Europe and the East 1 buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DE-POSITE.

annum on the daily balance. On Fixed Defosits.

For 8 months, 8 per cent, per annuin. 4 per cent. 5 per cent.

For Sale.

RECENTLY ARRIVED,

FOR SALE. DODGERS'S CELEBRATED CUT.

LERY. WATERLOW'S and DE LA RUE'B CHUBBS' SAFES. STATIONERY. DESSERT and DINNER SERVICES TABLE-GLASSWARE.

GENTS' TOOL CHESTS. CABIN SUSPENSION and BULK. French JAMS, Confiturerie de St. James. HEAD SWINGING LAMPS for OIL. CABIN SWINGING CANDLE-

SIGNAL and MASTHEAD LAMPS, (Latest Admiralty Regulation). TUBE EXPANDERS, Assorted Sizes. ENGINEER'S HAMMERS. MATHEMATICAL INSTRUMENTS. COPPER WIRE GAUZE,

SPIRIT LEVELS. INDIA RUBBER SHEETS, Assorted INSERTION RUBBER, Assorted Sizes.

INDIA RUBBER DOOR MATS. INDIA RUBBER SUCTION and DE-LIVERY HOSE. CANVAS DELIVERY HOSE.

LEATHER BELTING. A Large and Choice Assortment of American and English

ELECTRO-PLATED WARE. NEW and POPULAR BOOKS,

INSTRUCTIVE and AMUSING. EDUCATIONAL WORKS. WORKS OF REFERENCE.

PRESENTATION BOOKS. NOVELS, &c.

MUSIC & SONGS, by First-class Composers,

OPERAS, MUSICAL INSTRUCTION BOOKS, &c.

of SHERRIES. Very Fine "O. K." BOURBON WHISKY. CHATEAU DE FRANDS. .(A fine full flavoured Breakfast CLARET.) BRANDIES. GIN. LIQUEUES

LAMMERT, ATKINSON & CO. Hongkong, February 21, 1879.

FOR SALE. TAUGENE RIMMEL'S TROPICAL FLOWER WATER.



SUPERIOR TO ALL SIMILAR PREPARATIONS. VOGEL & Co., Sole Agents for China. Hongkong, February 19, 1879.

intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

MONTRIBUTING Shareholders are re-J quested to send in an Account of BUSINESS CONTRIBUTED during the half year ended 31st December 1878, on or before March 31st, on which date the Accounts will be Closed. By Order of the Board of Directors,

D. GILLIES, Secretary.

Hongkong, February 25, 1879. THE CHINESE INSURANCE CO.,

LIMITED.

NOTIOE.

MR. J. BRADLEE SMITH has this Day been appointed SECRETARY By Order of the Board of Directors.

WM. REINERS, Chairman. Hongkong, March 24, 1879.

NOTICE.

Estate of JAMES GYE, Medical Attende ant at the Chinese Government Coal Mine, near Kelung, Deceased.

CLAIMS against the above Estate should U. be lodged with the Undersigned not later than the loth day of April, 1879. A. FRATER.

H. B. M.'s Constil.

H. B. M.'s Consulate. Tameny, 12th March, 1879.

DENTAL NOTICE. TR. ROGERS will visit Shambhat during the Summer Months, leaving Hongkong on the 1st of April next,

Hongkong, February 10, 1879.

NOTICE.

Oh Conrent Accounts, 2 per cent, per IROM the 1st of October DR EASTLACKE will receive bis PATIENTS at his new DENTAL ROOMS. No. 50, QUEEN'S ROAD CENTRAL, over the MEDICAL HALL Hongkong, September 28, 1878,

LANE, CRAWFORD & Co.

Beg to call Special Attention to the following Departments:-

COAST ORDER DEPARTMENT: ORDERS from the COAST or OUT-PORTS are Promptly and Carefully Executed. Goods not in Stock will be procured, if possible, in the Colony.

SPECIAL ORDER DEPARTMENT:

BOOKS, SCIENTIFIC INSTRUMENTS, ORNAMENTAL HOUSE or GAR-DEN FITTINGS, FURNITURE, PIANOS, MEDICINES, BILLIARD TABLES, ARMS, &c., &c., ordered from England, at a Commission (all trade discounts being allowed) on the laid down cost, of 5 per cent. on amounts over, and 10 per cent. on amounts under \$100.

FORWARDING AGENCY:

PACKAGES OF CURIOS, TEA, PRESERVES, &c., &c., forwarded to any Address in the United Kingdom by each P. & O. Mail, Charges in full collected either here or from the Consignees as desired. Particulars required with each Package are, Contents for declaration at Customs and value for insurance. Hongkong, February 27, 1879.

EIGHT PER CENT. SILVER LOAN

Authorized by Imperial Decree dated the 14th Day of the Ninth Moon of the Fourth Year of Kwong-Sii (9th Uctober, 1878.)

Haiquan Taels 1,750,000=Shanghai Taels 1,949,500 Stock.

In Bonds of Shanghai Taels 500 each, bearing Interest from 11th April, 1879. The First Instalment of Interest being payable on 5th October, 1879, in HONGKONG AND SHANGHAL

The Bonds are redeemable at PAR WITHIN SIX YEARS (1884) by HALF-YEARLY (ACCORDING TO THE CHINESE CALENDAR) DRAWINGS. PRINCIPAL AND INTEREST PAYABLE IN HONGKONG.

PRICE OF ISSUE-PAR.

THE HONGKONG AND SHANGHAI BANKING CORPORATION hereby invites SUBSCRIPTIONS FOR SHANGHAI TAELS 1,787,000 of 8 PER CENT. Bonds at the issue PRICE OF PAR, payable as follows:-

SHANGHAI TAELS 10 per cent. on application. 15 days after allotment.

The Bonds will bear interest at the rate of Shanghai Taels eight per cent, per annum, payable half-yearly according to the Chinese Calendar, as per annexed Schedule, at the Offices of the Hongkong and Shanghai Banking Corporation, in Hongkong (at current rate of Exchange for Demand Bills on Shanghai) and Shanghai.

The first payment of interest on the full amount of each Bond will be payable on 5th October, 1879, at the above-mentioned places.

The Bonds will be redeemed at par within six years (1884) by 11 half-yearly Drawings, commencing 5th October, 1879, of Shanghai Taels 162,500 each, the balance of the Loan, Shanghai Taels 162,000, being paid off on 9th August, 1884.

The Drawings will take place in Hongkorg in February and August in each year, and the Bonds so drawn will be paid off at par on the respective dates specified in annexed Schedule at the Offices of the Hongkong and Shanghai Banking Corporation, in Hongkong (at current rate of Exchange for Demand Bills on Shanghai) and Shanghai, after which dates interest on the Bonds so drawn will cease. The Loan has been authorized by an Imperial Decree, dated 9th of October, 1878.

The Loan, principal and interest, is specially secured by the hypothecation of the Imperial Maritime Customs' Revenue of the ports of Shanghai, Foochow, Canton, Ningpo and Hankow-the five Ports which have the largest Customs' Revenue of the Empire-to the extent necessary for the due payment of interest and repayment of principal of the said Loan.

The special hypothecation of Customs' Revenue to meet the charge of the present Loan is constituted by the deposit with the Hongkong and Shanghai banking Corporation of Customs Bonds, signed by the Viceroys and Governors of the respective Provinces in which the Ports referred to are situated, which Bonds will be held by the Bank in trust for the holders of this Loan. These Customs' Bonds will be received, in case of need, in payment of Chinese Customs' Duties. Certified Translations of the Official Decuments authorizing the Loan, may be

inspected at the Office of the Hongkong and Shanghai Banking Corporation, Hongkong and Shanghai, Default in payment of any instalment at the due date will render all provious pay.

ap? ments liable to forfeiture. If no allotment is made, the deposit will be returned in full; and if only a portion of the amount applied for is allotted, the balance of the deposit will be applied towards

the payment of the final instalment. Bonds to Bearer will be issued against Allotment Letters and Bankers' Receipt.

Principal. Interest. - Total, 1st Instalment due 5th October, 1879.....162,500.00...69,825.81...241,825.81 80th March, 1880.......162,500.00...68,021.70...225,521.70 28rd September, 1880...162,500.00...56,717.59...219,217.59 19th March, 1881......162,500.00...60,413.48...212,913.48 12th September, 1881...162,500.00...44,109.37...206,609.37 8th March, 1882........162,500.00...37,805.26...200,805.26 1st September, 1882.......162,500.00...81,501.15...194,001.15 25th February, 1883....162,500.00...25,197.04...187,697.04 21st August, 1883.....162,500.0...18,892.93...181,892.93 14th February, 1884....162,500.00...12,688.82...175,088.82 10th

Applications (Forms of which can be obtained at the offices of the Bank) accompanied by a deposit of Shanghai Taels Ten per cent., will be received by the Hongkong and Shanghai Banking Corporation until the Eleventh day of April, 1879, on which

9th August, 1884.....162,000.00... 6,284.71...168,284.71

date the allotinent will be made: For the HONGKONG & SHANGHAI BANKING CORPORATION, AGENTS shortly after her arrival from Europe. Issuing the Loan, T. JACKSON. (Signed)

Hongkopg, 5th March, 1870,

11th

Oliver Stanager

Intimations.

日九初月三年卯己

Volume Seventh of the "CHINA REVIEW."

No. 4.-Vol. VII.

GC CHIMA BENDEWSO CONTAINS-

Jottings from the Book of Rites. Brief Sketches from the Life of King-

The Ballads of the Shi-king, Translations of Chinese School-books. The Critical Disquisitions of Wang Chiung. Alchemy in China, Appendix to Wylie's "Coins of the Ta-

Ch'ing Dynasty" "Hien Fung" Period. Short Notices of New Books and Literary Intelligence, Notes and Querles :__

A Few Petty Additions to Dr Douglas' Dictionary. Trouts in China. Ancient Vases. Inheritance. Greeting the Spring. Adoption. The Term Kwai. Mongol and Yuan-pao, Leasehold Usage Chinese Coins.

Coronation of the King of Locoboo. The Ouigir Alphabet.

Books Wanted, Exchanges, &c.

Hongkong, March 21, 1879. Notices of Firms.

China Mail Office,

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr F. GROBIEN in our Firm CEASES To-day.

SANDER & Co.

Hongkong, March 1, 1879. NOTICE.

THE INTEREST and RESPONSIBILITY of Firm in Hongkong and China, CEASED on the 31st December last.

Mr CHARLES VINCENT SMITH is admitted a Partner from This Date. RUSSELL & Co.

Hongkong, January 1, 1879.

Shipping. Steamers.

FOR SWATOW, AMOY & FOOCHOW The Steamship "KWANGTUNG." Capt. WESTORY, will be despatched for the above Ports on WEDNESDAY, the 2nd Proximo, at Daylight.

For Freight or Passage; apply to DOUGLAS LAPRAIK & Co. Hongkong, March 29, 1879.

FOR SHANGHAL & YOKOHAMA, Capt. GULLAND, will leave for the above Ports on or The Steamship about the 2nd Proximo. For Freight or Passage, apply to

JARDINE, MATHESON & Co. Hongkong, March 29, 1879. for port darwin, cooktown,

SYDNEY AND MELBOURNE. The Eastern and Australian Mail Steam Co.'s Steamer Capt. MILLER, will be despatched as above on THURSDAY, the 3rd April, at 2 p.m.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co. Hongkong, March 27, 1879.

NOTICE. COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "TIBRE," Commandant LE PONTOIS, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail from Europe.

G. DE CHAMPEAUX.

Agent, Hongkong, March 28, 1879.

NOTICE. COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS. The Company's Steamship Commandant Pastivalint, will be despatched for SHANGHAI G. DE CHAMPEAUX,

Hongkong, March 28, 1879,

shipping.

PRICE, \$24 PER ANNUM.

Sailing Vesséls. FOR SAN FRANCISCO. The A 1 British Clipper Ship "CILURNUM," BEADLE, Master, will be de-

on the 9th April. For Freight or Passage, apply to VOGEL & Co.

Hongkong, March 28, 1879.

FOR NEW YORK. The A 1 American Bark
"T. A. GODDARD,"
Captain SMITH, will load here
for the above Port, and have The A 1 American Bark quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, March 12, 1879.

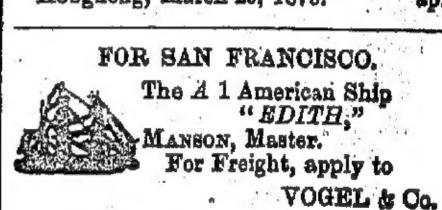
FOR SAN FRANCISCO. The A I American Bark "PENOBSCOT" Capt. CHIPMAN, will load here for the above Port, and will bave quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, March 29, 1879.

FOR VICTORIA (VANCOUVER'S ISLAND). The A 1 American Bark "THOS. FLETCHER," Capt. Pendleton, will load here for the above Port, and will have quick despatch.

RUSSELL & Co. Hongkong, March 29, 1879.

For Freight, apply to



Hongkong, March 28, 1879. FOR LONDON. The A 1 American Ship.

LUNT, Master. For Freight "PRIMA DONNA," For Freight, apply to

VOGEL & Co. Hongkong, March 28, 1879.

FOR SAN FRANCISCO. The A 1 American Ship CHARMER,"
Captain Lucas, will load here
for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, March 7, 1879.

FOR HAMBURG. The A 1 German Schooner BURGWARDT, Master. "FORMOSA," For Freight, apply to

VOGEL & Co. Hongkong, March 17, 1879.

FOR NEW YORK. The A 1 American Ship "GOLDEN RULE," LEWIS, Master. For Freight, apply to

VOGEL & Co.

Hongkong, February 26, 1879. FOR PORTLAND. The A-I American Bark "STILLMAN B. ALLEN,"

For Freight, apply to

VOGEL & Co. Hongkong, February 26, 1879. FOR LONDON. The A 1 British Bark "STRACATHRO," MILLAR, Master, For Freight, apply to

TAYLOR, Master.

VOCKL & Co. Hongkong, February 18, 1879. FOR SAN FRANCISCO. The A 1 American Ship

"BLACK HAWK," Howland, Master. For Freight, apply to VOGEL & Co.

Hongkong, January 30, 1879. FOR LONDON. The 3/3 L.I.I. Norwegian Ship "SUMARLIDE" Tobiasen, Master.

For Freight, apply to VOGEL & Co. Hongkong, January 80, 1879.

FOR NEW YORK. The A 1 British Bark Goudey, Master.

For Freight, of "HAZELHURST,"

For Freight, apply to VOGEL & CC,

Hongkong, January 80, 1879,

Auctions.

BOOK AUCTION.

ANE, CRAWFORD & Co. will sell by Public Auction, in their Sales Rooms, Praya, on

WEDNESDAY,

the 2nd April, 1879, at 3 o'clock P.M.,-A number of SCHOOL AND OTHER BOOKS, comprising: Reading Books, Dictionaries, Spelling Books, Arithmetics, Works on Astronomy, Geography, To-day. Arithmetic, Chemistry, History, &c., &c. English and Latin Lexicons. Ollendorff's German Method, German Geography, History, Grammar, &c. Field Exercise, Sailors' Horn Books, Manual of Gunnery, Sword Exercise, Jouill's Fortifications, Military Engineering, Modern Linguist, Tate's Magnetism, Sundry French Works, &c., &c. The whole will be on view on and

after Tuesday. Hongkong, March 29, 1879.

PUBLIC AUCTION.

SUBSTANTIAL ENGLISH AND CANTON-MADE HOUSEHOLD FURNITURE,

MANTEL-PIECE MIRRORS, ENGRAVINGS, CROCKERY-WARE, GLASS-WARE, PLATED-WARE,

ANE, CRAWFORD & Co. have received instructions to sell by Public Auction, on

THURSDAY.

3rd April, 1879, at 2 p.m., at the Residence of C. Vogel, Esq., No. 2, Queen's Road,-

The whole of his SUBSTANTIAL HOUSEHOLD FURNITURE, &c., Comprising :-

Brown Rep-covered Mahogany Drawing-room Suite, Marble-top Blackwood Round Table and Tea Poys, Sets of Canton Tea Poys, Flower Stands, Canton Vases, Mantel-piece Mirrors, Engravings and Chromo Lithographs, Fender and Irons, Lace Curtains and Cornices, Drawing-room Billiard Table with Marking Board, Cues, &c., &c., Teakwood Dining Table and Whatnots, Bideboard, Arm Chairs, Green and Gold Dinner Set, Hand Painted Dessert Set, Glassware, Platedware, Cutlery, Ice Chest, Meat Safe, American Bed with Spring and Hair Mattresses, Couch, Chairs, Cheval Glass, Lady's Writing Desk, American-made Bureau, Wardrobe, Marble Top Toilet Table and Mirror, Marble Top Washstand and Services, Chest of Drawers, Clothes Horse, Bath Tubs, Commodes,

A COTTAGE PIANO, by DOERFEL STRINFELSER & Co.

be issued, and the whole will be on view the day before the Sale.

TERMS.—Cash before delivery in Bank Notes. Hongkong, March 19, 1879.

PUBLIC AUCTION.

TO BE SOLD by PUBLIC AUC-TION, shortly, on a day to be hereafter named, unless previously disposed of by private contract,-

THE HONGKONG DISTILLERY, Situate at East Point, Hongkong, now in Complete Working Order, and Capable of Distilling upwards of 2,000 Gallons daily. The Property is of a most valuable nature, comprising THREE PIECES of GROUND close to the water, viz."-Inland Lots Nos. 749, 781 and 782, with the Substantially Built DWELLING HOUSE and BUSINESS PRE-MISES, erected specially for the purpose only a few years since, together with the MACHINERY, ENGINES, STILLS, VATS, STOCK, and TRADE FURNITURE and FIT-

TINGS. For further Particulars, apply to Messrs SHARP, TOLLER, and JOHNSON, Solicitors, Supreme Court House

Hongkong, Hongkong, March 5, 1879.

Notices to Consignees.

COMPAGNIE DES MESSAGERIES MARITIMES,

MOTICE TO CONSIGNES.

TUNSIGNEES of the following Cargo are requested to send in their Bills of Berg. - Arnhold Karberg & Co. Lading to the Undersigned for countersignature, and take immediate delivery, This Cargo has been landed and stored at their risk and expense. No Fire Insurance has been effected.

G. DE ORAMPHAUX,

Agent.

Ex " Yangtso," AL clo Mit Marty, No. 1, case Arms, from Marseilles.

Ex "Ava." HJAH (in 51088) No. 107, Aldridge THE S. S. Glencos having atrived from Salmon & Co., 1 case Hosiery, from

Ex " Anadyr."

AM Nos. 1/20, Mr A. Marty, 20 casks

Wine, from Marseilles. BS Nos. 101/05, Otder, 5 cases Merchandize, from Marseilles. Ment. Joubett Hanol, 2 cases Wax, from

North Ohina Ins. Co., I case Books, from

Hougkong, March 93, 1879,

Notices to Consignees

FROM LONDON AND SINGAPORE.

THE S.S. Glenfalloch having arrived from the above Ports, Consignees of Cargo, are hereby informed that their Goodswith the exception of Opium-are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, April. Cargo remaining undelivered after the

th Proximo will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co. Hongkong, March 28, 1879.

Intimations.

NOTICE.

THE CREDITORS of GEPP & Co. are requested to send in all CLAIMS to the Undersigned, on or before SATUR-DAY, 5th April, 1879.

per pro. GEPP & Co. FRANK HYDE. Canton, March 25, 1879.

TANTED, for H. M. S. Charybdis, V .A MUSICIAN (Violin Player). For terms, dro.,

Apply on BOARD. Hongkong, March 25, 1879.

NOTICE TO MARINERS. No. 98.

CHINA SEA.

SHANGHAI DISTRICT .- WOOSUNG RIVER.

WOOSUNG INNER BAR SIGNALS. Louise, for Nagasaki.

NEUTICE is hereby given that on and Strathmore, for Iloilo. after the 31st March, 1879, Geo. metrical Signals will be substituted for the flags now in use at the Woosung Inner Bar Station, shewing the depth of water on the Bar during the day.

An explanatory diagram, shewing the signals which indicate the depth of water from 10 feet to 241 feet and which will show the same in approaching the signal station both from Shanghai and from seaward, is added herewith.

To indicate a rising tide a ball will be holated at the mast head. In case of there being greater or less depths of water than here given, the number of feet will be signalled by the "Universal Code of Signals" at the mast- lee. head, and the half feet by a red and white flag at the yard-arm.

By order of the Inspector-General of Customs GERALD E, WELLESLEY,

Acting Engineer-in-Chief. Imperial Maritime Customs, Engineer's Office, Shanghai, 31st Jan., 1879.

Depth of waver in test. on Bar.	South Yard-rm Yard-ru	Denth of water in feet on Bar.	Souh Yard-rn North Yard-tr	
10		$17\frac{1}{2}$	90	
101	AX	18	数	١
11		18½	OA	١
111	00	19	00	l
12		191	OX	
121	A	20	X	l
13	44	20½	XO	ľ
131	À X	21	X	I
14		211	XA	1
141		22	X	
15	整整	221	XX	1
15}		23	A	
16		231	A	1
161		24	A	
17		241	AA	

Not Responsible for Debts.

Aleither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:-

NEHEMIAH GIESON, American barque, Capt. D. Bradford-Meyer & Co.

JOHANN FRIEDRICH, German brig, Capt. A. H. Kroncke.-Wieler & Co. GOLDEN FLEECE, British barque, Capt.

James Wiltshire. - Gilman & Co. ONEIDA, British ship, Captain S. Clyma. -Gibb, Livingston & Co.

JAN PETER, German barque, Capt. Klh. Ewert, -Meyer & Co.

URANUS, Norwegian barque, Captain L. Correspondence for Non-Union West Indies

CHOICE, British barque, Captain John Harrison, - Douglas Lapraik & Co. Atice, German ateamer, Capt. Bunje .-

To-day's Advertisements.

FROM GLASGOW, LONDON AND SINGAPORE.

the above Ports, Consignees of Cargo are hereby informed that their Goods with the exception of Opium-are being landed at their risk into the Godowns MF (in diamond) W M C (underneath) of the Undersigned, whence and/or from No. 15, Order, I case Umbrellas, from the Wharves or Boats delivery may be The British Contract Packet Thibet,

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To day. Cargo remaining undelivered after the

7th Proximo will be subject to rent.

No Fire Insufatice has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co.

Hongkong, March 81, 1879

To-day's Advertisements.

NOTICE.

GREAT EASTERN EXTENSION NORTHERN AUSTRALASIA AND CHINA TELEGRAPH TELEGRAPH Co., LINITED. COMPANY.

THE Offices of the above Companies will be REMOVED to the FIRST FLOOR "MARINE HOUSE"-Queen's Road Central, To-morrow, the 1st of

Hongkong, March 31, 1879.

SHIPPING.

ARRIVALS.

March 30, Me-li, Chinese steamer, 181, Marsden, Haiphong March 25, and Holhow 27, General - C. M. S. N. Co. March 30, Johann Schmidt, German parque, from Whampoa.

March 31, Gharlton, British steamer, 786, Johnson, Saigon March 23, Rice. March 31, Glencoe, British steamer, 1900, Gulland, London Feb. 18, via ports of call, and Singapore March 24, General. - JAR-DINE, MATHEBON & Co.

March 31, 4 p.m., Conquest, British str., ap5 317, Scott, Touron March 26, 4 a.m., and Hothow 30, 7 a.m., General.—E.SHUN

DEPARTURES.

Mar. 30, Argyll, for Salgon. 30, Glenfalloch, for Shanghal. 30, Tartar, for Tientsin. 80, Hailoong, for Amoy, &c.

80, Johann Friedrich, for Whampon. Hazelhurst, for New York, " Staut, for Chefoo. 31, Quickstep, for Salgon.

CLEARED.

PASSENGERS, ARRIVED.

Per Glencoe, from London, &c., Mr and Mrs Herlemann, Mr T. C. Galache, and 185 Chinese.

Per Me-li, from Holhow, &c., 5 Europeans, and 46 Chinese. Per Charlton, from Saigon, 90 Chinese. Per Conquest, from Holhow, do., 52 Chi-

DEPARTED. Per Glenfalloch, for Shanghai, Mesors Jamieson, Musgrove, Allan, and Ruttun-

Per Argyll, for Saigon, 20 Chinese. Per Hailoong, for Amoy, &c., 70 Chinese.

SHIPPING REPORTS.

nese deck.

es The Manufactory is under direct as The Chinese steamer Me-li reports: Light N.E. winds and thick foggy weather. Anchored for 10 hours off the Ladrones owing to fog.

The British ateamer Glencoe reports: Moderate breeze from N.N.E.

The Reitish steemes Conquest coports Left Touron at 4 p.m. on the 26th inst., arrived at Holhow at 2 p.m. 28th, and left Hoihow at 7 a.m. 30th. Throughout the passage experienced light Easterly winds and fine weather. In Hoihow: German gunboat Wolf. On the 28th inst. saw H.B.M. Surveying-vessel Magpie at anchor off Cape Came.

POST OFFICE NOTICES. MAILS will close:-

For BANGKOK .-Per Bellona, at 10,30 a.m. To-morrow, the 1st April, instead of as previously notified.

For SAIGON .the 1st April, instead of as previously notified.

for SWATOW, AMOY, & FOOOHOW .-Per Kwangtung, at 5 p.m. To-morrow, the 1st April. FOR STRAITS SETTLEMENTS .-

Per Radnorshire, at 3.30 p.m., on Thursday, the 3rd April. PORT DAPWIN, COOKTOWN, SYDNEY, MELBOURNE, &c. -Per Bowen, at 3.30 p.m., on Thursday,

the 3rd April. (Pr' ate ship rates.) For BANGKOK. Per Danubs, at 4 30 p.m., on Thursday, the 3rd April.

MAILS BY THE UNITED STATES PACKET. The United States Mail Packet Gaelic will be despatched on TUESDAY, the lat April, with Mails for Japan, San Francisco, and the United States, which will be closed as follows,-

2.15 P.M. Registry of Letters ceases. 2.30 P.M. Post-Office closes, but Letters (except for Non-Union Countries) may be posted on board the Packet with Late Fee of 18 cents extra Postage until the time of departure.

(except the Babamas and Hayti), do. Monte Video, Paraguay, and Uruguay can no longer be sent by this route. Hongkong, March 28, 1879.

MAILS BY THE FEBROH PACKET .-

The French Contract Packet Amazone will be despatched on SATURDAY, the 5th April, with Mails to and through the United Kingdom and Europe, vid Naples ! to Salgon, Straits Settlements, Batavia, Burmah, Ceylon, Pondicherry, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.

MAILS BY THE BRITISH PACKET. -

will be despatched on SATURDAY the 13th April, with Mails to and through the United Kingdom and Europe vid Brindis or Southampton; to the Straits Settlements, Batavia, Burmab, Ceylon, India, Aden, Egypt,

Malta, and Gibraltar; N.B. - This Packet carries no thails for the Australian Colonies, E. or B. Africa, nor for Mouritius

MEMOS. FOR TO-MORROW. Shipping.

3 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

Auction. Books to be sold To-morrow, now on view at Messrs Lane, Crawford & Co.

General Memoranda.

WEDNESDAY, April 2:--Daylight. - Kwangtung leaves for Coast Glencoe leaves for Shanghai, &c. 3 p.m. -Sale of Books by Messrs Lane,

Crawford & Co. 9 p.m.-Meeting of Zetland Lodge. THURSDAY, April 3:-

2p.m. - Sale of Household Furniture, &c., at Mr Vogel's residence, No. 2, Queen's 4 p.m. -Bowes leaves for Port Darwin, Cooktown, &c.

FRIDAY, April 44-Goods per Glenfalloch undellvered after this date subject to rent. SATURDAY, April 5:-Noon.-- French Mail leaves for Ports of

Call and Europe. londay, April 7:--Goods per Glencoe undelivered after this date subject to rent.

WEDNESDAY, April 9 :--Cilurnum leaves for San Francisco. SATURDAY, April 12:-Noon.—English Mail leaves for Ports

of Call and Europe.

TUESDAY, April 15 :-3 p.m. - American Mail leaves for Yokohama and San Francisco.

HONGKONG DISPENSARY

Established A.D. 1841.

大 藥 港

A. S. WATSON & Co.,

FAMILY & DISPENSING OHEMISTS WHOLESALE AND RETAIL DRUGGISTS, 1MPORTERS

DEUGGISTS' SUNDRIES, NURSERY REQU SITES, TOILET REQUISITES, ENGLISH, AMBRICAN, AND FRANCH PATERT

MEDICINES.

MANUFACTURERS Soda Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla Water, and other Aerated Waters.

Hongkong, June 1, 1876. The publication of this issue commenced

continuous European Supervision.

THE CHINA MAIL.

at 8.05 p.m.

HONGHONG, MONDAY, MARCH 31, 1879.

It would probably be presumption on our part to take exception to the decision arrived at by the Marine Court of Inquiry which recently sat to investigate the conduct of Captain S. Ashton in the loss of the steamer Yesso. The finding might, "from a landsman's point of view," appear to be very different from what it actually is-the conscientious Per Cassandra, at 3.80 p.m. To-morrow, opinion of three nautical gentlemen and two landsmen, who took great care and pains to arrive at the truth and to estimate fairly the amount of culpability on the part of Captain Ashton. It, may, therefore, be as well at once to admit, seeing that a Marine Court is thus hedged up by the acknowledged ignorance of landsmen generally, that the judgment passed upon the above-named shipmaster was technically just and right. At the same time we cannot refrain from expressing our sympathy with the Court in view of the difficulties presented to its members in arriving at an adverse decision. It would seem, from a landsman's point of view, that the Court accepts every one of facts as stated in the evidence, leading up to the fatal change of the vessel' course, to be correct and reasonable, But in paragraph 4 the Court gives what may be called a reason for its judgment,

as follows !-(4). From the evidence of all the witnesses examined the night appears to have been exceedingly dark, and the Court is of opinion that the Master should have used every means of ascertaining his position accurately, which he had means of doing, and which he neglected to

With all respect for the members of the Court, and in face of our admission that the judgment is technically a just one, we cannot but express a conviction that we have never in Hongkong seen a more alender case for suspension, while we have frequently observed-both in Hongkong and out of it-much worse cases which have been met with a severe reprimand. If we grant that Captain Ashton was in doubt of his position only until he saw Lamock Island with the vividness of a lightning flash, and that he was then and up to the time the vestel struck fully satisfied that he was right, any other means of ascertaining his position accurately may well have been left to be imagined—as indeed they are in the finding and the mistake made would have been fairly atoned for had it been treated merely as an error of judgment. During a night that was " exceedingly dark" the Captain great error in trusting to the illuminating power of a brilliant flash of light ning; and were it not that we are now Anton Gunther, Willie, Banger, Christian,

speaking after the event, this action would not, from a landsman's point of view, have been deemed a serious blunder. Still, it may be that Hongkong Marine Courts have, over and above the important nature of their regular duties, to maintain a sort of Imperial strictness in such matters, beyond that shown by Courts held at the Consular ports in this part of the world, as a warning to those whose carelessness or neglect might otherwise be more frequently disastrous. This may or may not be so; but if it be any consolation to Captain Ashton to know that the mercantile community generally now morning. retain as great an estimate of his carefulness as they did before the accident, we think he may safely take that assur-The general opinion appears to be that the best men are liable to err, and that justice in the present might have been satisfied with a severe reprimand. That there were redeeming features in this unfortunate business is abundantly apparent in the tone of the at 4 p.m : the meet at the Cross Roads as finding, especially in the concluding usual. paragraph; and while dissenting from the Court in our opinion as to the amount of blame attributable to the Captain of the Yesso, it must be admitted that these gentlemen have done justice

took place:

THE decision of the Chief Justice of the Straits Settlements, which we give in another column, exposes a weak point in the Immigration Ordinance, which goes a very far way to destroy the usefulness of the measure, if, indeed, it does not reduce it altogether to a dead letter. The point as to what constitutes reporting "forthwith" on arrival, is an interesting one; but it is of comparatively minor importance. The Chief Justice holds, very reasonably we think, that if the vessel arrives, say at 11 o'clock at night, when the Master Attendant's office is closed, and reports the arrival of his vessel as soon as the office is open next morning, he does all that can reasonably 2 p.m. to-day, without causing any delay be expected of him, and all that it is possible to do, and he must be taken to have reported "forthwith." - But the vital flaw in the Ordinance now brought to light is this,—that while the premises lately occupied by the Telegraph purpose of the enactment is presumably Companies, the demolition of those buildto prevent the promiscuous landing of coolies from Chins, no power is given to they were vacated. the Captain by the Ordinance to keep them on board until they have been examined; and, as the Chief Justice points THE British steamer Charlton reports: out, he would render himself liable to heavy penalties were he to attempt to do so. His detention of the coolies, even without force, would amount to illegal imprisonment; and, prosecuted for that before it was put out consumed the greater by any one of his passengers, not to face | quantity of soal. 5 p.m. same day anchorthe possibility of a considerable number ed in a cove under Tree Island, and reof them taking up cases, he would possibly find himself muleted in a fine of \$500, and sentenced to a year's imprisonment of either kind; or, both fined and sent to gaol. The Captain's respon- and thick. sibility ceases, according to the Ordinance, when he reports forthwith to the with immigrants; he is not called upon to do, or justified in doing anything more. The Protector of Chinese has the right to inspect them on board if he gets there in time; and he has the power to detain them in depots on shore for the purposes of the Ordinance; but there seems to be a clear omission in the Ordinance in so far as in no one has the right been specifically vested to, forcibly if need be, letain the coolies. This can remedied no doubt by an amending Ordinance and should be done as soon as possible. As it stands, the law is imperfect. There are several other points on which experience will show defects, and further trial brings more to light Our Singapore contemporary deals very emphatically with the Ordinance describing it as a "a piece of grandmotherly legislation, alike uncalled-for, unnecessary, cumbrous, unconstitutional, illegal, impracticable, unsuitable to local circumstances, injurious to trade and the freedom of the port, and beneficial only to an infinitesimal degree to either the coolie or his employer." But, we imagine there is a good deal, to be said on the other side. With those amendments and additions made which its working up to the present time have

REUTER'S TELEGRAMS.

passengers.

chown to be necessary, we have no

doubt the Ordinance could be made to

accomplish much good without unduly

interfering with the influx of Chinese

[SUPPLIED TO THE "CHINA MAIL."] (Per E. E. A. & C. Telegraph Co.'s Line.)

London, 30th March, 1879. A Russian Circular note proposes to form a corps of 15, (0) men, composed of contingents from the great Powers, to occupy Roumelia for 12 months.

The Secretary of State for India has asked leave to introduce a bill to authorize a Loan of £10,000,000 to be raised in England for

Hangs & Co.'s Weekly Shipping Report, Pagoda Anchorage, 22nd March, 1679 |-Afrivals During the Week .- March 16, Dotiglas, from Hongkong | 17, Ranger, from Naganaki | 18, Europe, from Shang-

hal; 20, Christian, from Chefoo. Departures During the Weeck .- March 14, Hermann, for Newchwang; 18, Douglas, for Hongkong ; 18, Tab Yew, for Shanghai; peared to think he was committing no 19, Vale of Nith, for Shanghai; 21, Europe, for Shanghai,

Shipping in Port, -Ling Feng, Sheldrake,

LOCAL AND GENERAL

The next French and Australian Mails may be expected about Wedn'esday, the 2nd April, by the M. M. steamer Peiho. The next English Mail may be expected here about Saturday, the 5th April, by the P. & O. steamer Nizam.

The next Indiaan Mails may be expected about Sunday next, 6th proximo, per Indian Mail Packets Moray and Arratoon Apcar. The next American Mail may be expected here about the 9th or 10th April, by the P. M. steamer Alaska.

THE Nizam with the next English Mail left Singapore for Hongkong at 6 a.m. this

THE S. S. Galley of Lorne left Singapore for this port yesterday (30th). She is consigned to Messrs. Gibb, Livingston &

A PARADE and inspection of the Government Fire Brigade will be held to morrow

THE M. M. Co.'s steamer Peiho left Saigon for Hongkong, we are informed by the local agents, on Sunday morning, and passed to his conduct after the unlucky disaster | Cape St. James, we are advised by the Telegraph Company, at 11.30 a.m.

> THE adjourned inquest on the body of the child Cha Angan, which was picked up in Queen's Road West, was resumed to-day, when the jury returned a verdict of "death from natural causes," as the doctor said that the result of the post mortem examination showed that death resulted from diarrhosa and want of proper care and nourishment. The mother of the child was severely reprimanded by the Coroner.

THE Eastern Extension Telegraph Company's line was joined up to their new offices in Marine House, Queen's Road, at in the transmission of telegrams. It appears that the owners of the property in Burd Lane have lost no time in utilizing the ings having been commenced as soon as

Left Saigon on the 23rd inst, and had a hard gale round Cape Padaran on the 25th, found the port coal bunker on fire which mained tilli7 p.m. of 27th, left anchorage and proceeded. Strong monsoon up to Paracels, thence to Hongkong fine, calm

THE Magnic and Frolio are expected here Master Attendent the arrival of his vessel shortly from the South; the Vigitant goes to Macao on Wednesday with the Admiral; the flagship is expected to leave for a cruise round the Northern ports about the middle of April. The Lily is undergoing a thorough overhauling. The Mosquito has been found to be in a very defective state and will also have to be thoroughly overhauled. The Fly went on a trial trip last Friday to test her engines which had undergone repairs; everything worked well, a speed of 82 knots being attained.

> WE understand that the Hongkong, Canton 4 and Macao Steamboat Co. have resolved to raise their fares for native passengers, in order in some measure to prevent the anticipated overcrowing during the approaching season of tomb-worshipping. The increased rates will be levied from tomorrow (April 1st), when the fare for Chinese by these steamers to Canton will be 20 cents ahead (instead of 10 cents) on the days when the opposition boat runs, and 30 cents (instead of 20 cents) on the days when there is no opposition boat despatched. This is an indication that the Company is desirous of meeting the requirements of the existing law, even in face of the fact that the law is admittedly absurd

and unfair. THE following telegrams are either new to us, or are fuller than those that have appeared in our columns. We take them from the Straits Times of March 24th Athens, March 22 -The Turkish Goa

vernment having refused the proposed extension of the Greek fronter, the Come missioners have returned to Athens. The Government of Greece has issued a circular note invoking the mediation of

the Great Powers. Capetown. March 5,-The e has been no further fighting since last advices. Moinrosi, Chief of Basut land, (the high table-land forming north eastern portion of Cape Colony territory) has broken out into

open rebellion.

The following has been delayed owing to mutilation of many words during transmissi n:-London, March 21 -Lt Gen ral Lord Chelmsford, Lt.-Governor and Commanders in-Chief at the Cape, writing to the Secretary of State for War under date 9th February, requests that he may be supered ded the Rt. Hon. Sir H. Hartle Frere, Governor and Hish Opmmissioner, conduce, and points out that an Officer should be

him as Governor and High Commissioners The Secretary of State for the Culonies, under date 19th March, censures the policy of the Governor and High Commissioner and states that the Government has as

selected who would be fitted to succeed

desire to withdraw its confidence in the present crisis. The British Government will decide the conditions of peace but is not disposed to sanction annexation.

THE latest news from Burmah are not at all reassuring. The latest advices to hand are by the Glencoe, who brings to hand the Pinang Gazette of the 18th inst., and advices from Rangoon, via Singapore, up to the 14th. Rumours were then current that communication with Mandalay had been out off; the British Resident had not been heard General Lord Chelmsford, dated Rorke's of or from, for five days, although there was a telegraph line in existence; and the bazaar report was that the river just above the British frontier had been staked across, and boats laden with stone sunk in order to prevent any traffic. That something serious was amiss, and that the authorities were alive to the fact, was fully evinced by the fact that the Fitzpatrick, which arrived at Singapore on the 23rd, passed a transport going up full of European Troops. Rangoon Gazette of the 12th, says it has just transpired that 5,000 troops are expected immediately at Rangoon; but the cause for this sudden reinforcement to the regular force stationed in Burmah is kept a profound secret from the public. A Naval Brigade is on the point of starting up the river to our frontier.

A NEW steamer, belonging to the popular "Glen" line arrived in the harbour to-day. The Glencoe, which is commanded by Capt. 24th, two guns of the Royal Artillery Gulland, late of the Glenariney, was built, by the London and Glasgow Ship-building Company, for Messrs McGregor, Gow & Co. owners of the Glen-line. Her run from London to Singapore occupied 311 days, including all stoppages. She arrived at Singapore early on the morning of Sunday, the 23rd, and left on the 24th, and has made the run from London to this port in a few hours over 40 days, including all stoppages, and this smart passage has been accomplished by easy steaming. She is a splendid addition to the fleet, and Captain Gulland may be congratulated on his new command. No expense has been spared in making her a model of Naval architecture, and the force with him reached Rorke's Drift withsmallest details have been attended to with out interruption, though large bodies of evident care. Her dimensions are length over all 400 feet, length of keel 389 feet, beam 381 feet, depth of hold 261 feet, which gives her a gross tonnage of 2,914 tons. She is thus 30 feet longer than the Gleneagles, and has 2 feet more beam, but is built on much finer lines. Her engines are compound inverted, and are fitted with all the latest im-The high pressure cylinder is 48 inches in diameter, low pressure 88 and she has a stroke of five There are two double-ended boilers. 18 ft. by 16 ft. by 14 ft., with 12 furnaces ; besides which there is a single boiler half the length of the other and fitted with 3 furnaces for use when a high rate of speed is required; the weight of the largest boilers is 55 tons each. The consumption of fuel varies at present from 30 to 35 tons per diem, but when opened up it is estimated that the consumption will be increased to over 50 tons. The boilers are also fitted with Weirs' patent boiler feed improvement feed-heater for raising the temperature of the feed water, a new arrangement for extracting gases so as to prevent chemical action, and an appliance for heating the lower part of the water in the boilers before the fires are lighted. The coal-bunkers are capable of carrying 1000 tons. The propeller weighs 111 tons; its pitch is 261 feet, and diameter 18 feet. The engines are given as 550 H.P. nominal, but they have been worked up to 2,500, though it is yet impossible to say what the maximum power is, as she has not been opened up to the hightest degree of expansion. The greatest number of revolutions she made coming out was 52, but it is thought she may easily make 57 or 58. Speaking tubes are provided from the bridge to the chart-room, and from the engine-room to the chief engineer's The steering apparatus is so simple that a child could work it; and an apparatus for telegraphing steering directions from the bridge to the after wheel is also provided. The facilities for discharging cargo are excellent, there being no less than five steam winches or granes. She has accommodation for 20 first and 8 second class passengers, with any number of bath-room facilities. The officers and engineers have their own bath-rooms and even the sailors and firemen are provided with this luxury. The Glencoe is a model of perfection, and it is confidently expected that she will beat the Gleneagles' time, so that we may expect a 36 days' passage this year,

The following description of the Glencoe is given, in the Straits Times by Mr W. Burrows of the Singapore Pilot service :-

rigged, is commanded by Captain Gulland, who, it will be remembered, was in the M. steamer Meikong when ashore in the no range to the rifle. It is also stated that rip his clothes off, and it was only with or disregarded by either or both of the Gulf of Aden. The Glen line of steamers up to the present time, has been one of the fashion, without outspanning distances most successful and fastest lines of canal between them, and not laagered close up steamers; and although the Gleneagles took with dissebbooms stowed under the wagthe precedence last year in carrying home gons in front. Fears have been expressed the new teas, the firm seem to place it be- that no more than 30 out of at least 1,200 Fond a doubt this year by building the have been saved. Glenoos. Too much praise and credit cannot be given to them for this improvement in their steamers, and the Gloncos is certainly one of the finest and fastest merchant steamers I have as yet seen in Singapore. Colonel Lanjon is expected here to-day." Mr. Bennett, her Chief Engineer, has been some time in the firm's employ and was with Captain Gulland in the Glenartney when the passengers and crew of the Meikong were rescued. She has large accommodation for hat and 2nd class passengers and splendid between decks for troops. She came out all the way under easy steam and several days' runs exceeded 800 miles each day, and we understand that her guaranteed speed is 10 knots per hour. She leaves to-day for China; and we expect to see her here in May with the first Season's Teas for London."

Though the courtesy of Capt. Gulland we are in receipt of a ille of the Home papers bp to February 21st, in anticipation of the mail, which will not be due till. Wednesday! and from these we give several extracts in Apother column:

THE CAPE DISASTER.

FULL PARTICULARS.

The London Times of the 21st February. to hand by the str. Glencos, has the following telegram received through Reuter's

Capetown. Jan. 27 Noon .- The following official notification of the disaster on the Tugela River, already announced by telegraph from St. Vincent, has just been published here by command of the High Commissioner :--

"The High Commissioner states with re-

gret that he has received a despatch from

Drift, 23rd inst., stating that No. 3 Column

had sustained a very serious loss on the previous day at the camp near Isandala, about nine miles from Rorke's Drift Lord Chelmsford was himself in advance with the the main body of the column. His Excellency states that the mounted police and several corps under Captain Sheptone's command, together with two battalions of the Natal native contingent under Commandant Lonsdale, proceeded to search the Inatyanas district. Major Dartnell, in command of the mounted troops, found in necessary to bivousck on the night of the 21st about 16 miles from the Isandala camp, and on the following morning Lord Chelmsford proceeded to strengthen the troops with the 2d Battalion 24th Regiment, under Colonel Degacher, and four guns of the Royal Artillery, under the command of Major Harness, the mounted infantry and two companies of Pioneers, the whole under the command of Colone Glyn; the troops left in Isandala consisting of five companies of the 1st Battalion about 20 mounted infantry and mounted police, and 30 Natal Volunteers, besides numerous camp followers. The Rocket Battery, under Captain Russell, of the Royal Artillery, and five troops of the Natal Native Contingent, commanded by Colonel Durnford, R.E., arrived at the camp in the course of the morning. On hearing that the camp had been attacked the General at once moved back and found that it had been in complete possession of the Zulus. The tents and waggons were looted and destroyed, and the oxen carried off. The General further states that the camp had been defended with the utmost gallantry, but our forces were overwhelmed by numbers. His Excellency did not arrive at the camp until nightfall. when he bivouscked with his troops among the bodies of his dead soldiers and those of the enemy. On the morning of the 28rd inst. his Excellency the General and the

the enemy were seen in the distance. "A determined attack had been made during the night on the commissariat station, which was occupied by a company of the 2d Battalion 24th Regiment, under Lieutenant Bromhead, the whole being under the command of Lieutenant Chard R. E. These officers and their men made a most gallant and effectual resistance. His Excellency states that it is reckoned that the ettack on the Isandata camp was made by 15,000 to 20,000 Zulus, and that he cannot yet give any details of our severe losses. The latest accounts from authentic sources report that Major Dartnell and Commandant Lonsdale's forces at Rorke's Drift have had an engagement with the enemy, in which the British were viotorious, with the loss of two natives of the Natal native contingent.

By command, "W. LITTLETON, Private Secretary." The following telegram received by the Colonial Secretary from his Excellency the High Commissioner was published on Saturday evening as a supplement to the

"There is no more news yet, except that the camp at Rorke's Drift was not taken nor the forts destroyed, as at first stated. The enemy made a night attack, but was gallantly repulsed by two officers and one company of the 2d Battalion 24th Regiment, supported by about 100 natives, with the loss, by the latest account, of only two killed on our side. Our worst fears as to the advanced camp are confirmed, and although no authentic list of killed has yet reached here, there is little doubt, we fear. that Colonel Pulleine and 14 officers of the 1st Battalion 24th Regiment, Major Smith and Captain Russell, Lieutenant Scott of the Native Carbiners, and Bradstreet, of

the Buffalo Border Guard, were killed." In the same supplement of the Argus the following telegram was also published from

its special correspondent :-"Telegraphic communication has been interrupted during the morning through a violent thunderstorm. No nominal return of the casualties sustained on Wednesday has been as yet received, but a further despatch from Lord Chelmsford states that the attack on Lieutenant Bromhead's camp at Rorke's Drift was repulsed in a most brilliant manner, in which two of the defeuders were killed, and that when daylight came 900 dead Zulus were discovered cound the fortified position.

" It is publicly stated, though the allegations cannot be accepted without reservations, that Lord Chelmford's camp was "The Glencos is a handsome vessel, bark | pitched at the time of the attack in most unsuitable positon, having on its right flank the Isipezi Hill and other ground upon the remaining sides which allowed the waggons were packed after the English much difficulty that he was rescued. The p rties.

"An official notification to the citizens has just been published appointing places of rendezvous, and giving instructions as what to do in the case of an emergency.

TELEGRAMS.

(From Indian Papers.) Rangoon, March 6 -A large fire broke out in Manualay on the 26th February, and has destroyed about one mile of buildings, on the extreme outside of the city. There have been numerous dakaities in consequence of the fire, and it is said mur-

ders have also been committed; It is reported that the position of affairs at Mandalay is far from reassuring, and has been the subject of grave consideration on the part of the Government. The King is said to be excited with drink and half mad, and the war party at Mandaley to be in the ascendant.

Paris, March 8 .- The Report of Chamber of Deputies Committee secures the Broglie Cabinet of an attempt to estabe absent from the Colony.

lish a Dictatorahip; also of frequent violations of the constitution. The Rochebouet Cabinet is accused of attempting a coup

London, March 7 .- The official statement of Lord Chelmsford, with reference to the disaster to our forces in Natal, has been published and causes general dissatisfaction. The London papers attack Lord Chelmsford, and demand his removal from command. The Standard publishes a paragraph stating that it is not intended that Lord Chelmsford shall be superseded at

In the House of Commons the Chancellor of the Exchequer, replying to a question, said that he had not heard of British troops being ordered to Burmah, and therefore he presumed that the statement

London, March 7 .- In the Common this evening the Under Secretary for India made a statement that in consequence of disturbances the Indian Government had deemed it right to send a reinforcement to British Burma of two Native Regiments and one British Cavalry Regiment.

Berlin, March 1.-The Gorman Parliament has rejected the Bill giving the Reischtag powers to punish its members for the purpose of maintaining Parliamentary discipline.

Paris, March 7.—Reports of the Committee of Chamber of Deputies demand the Impeachment of the Cabinets under Government, however, has refused to ac-Committee.

Allahabad Kuttra, March 10.-A special telegram from London says Lord Chelmsford's despatch reports the misfortune as almost incomprehensible. He felt Isundula at two on the morning of 22nd, with Glyn's of how far and in what respect the force to assist Dartnell who whilst reconnotring had met a strong body of the enemy. Pulleine was left to defend the camp. Col. Durnford was ordered to bring the natives to his assistance. Lord Chelmsford reached alight resistance. At 9 Pulleine sent word to a very decided opinion on these facts,that firing was heard on the left side of the front. Lord Caelmsford sent an aide-decamp to the top of a high hill where he for hours, but detected nothing unusual. In the afternoon, Lord Chelmsford left his troops to prepare a new camp, and was returning to Isundula with an escort when he met Commandant Lonsdale, who reported that he found the camp in possession of Zulu troops and then recalled (sic). He had reached camp after dark and found the Zulus had retreated. The forces spent the about 6 p.m. on February 6th, 1879, bound the Isundula. Lord Chelmsford says had into the hands of the enemy.

BOMBAY, March 10. tance after the action.

is disquieting in consequence of the hostile course to the steamer. Shortly afterwards, attitude of the native chiefs.

been proclaimed Ameer of Afghanistan.

for their impeachment be adopted he shall be included.

Police Intelligence.

Both Magistrates sat on the Bench to-day. There was rather a heavy day's work, although none of the cases were of very great interest nearly all being of the every-day pilfering order. There was, we were glad to see, only one case of drunkenness. In the case of burglary at Murray Barracks, Leung A Hing, a Marine hawker, was brought up as the 2nd defendant. It appears that Sergeant Toomey arrested him for being found in possession of a cigar-holder which proved to be part of the property, stolen from the Barracks. The defendant gave contradictory stories as how it came into his possession. The case was again remanded till the 5th instant as at first arranged, the 2nd defendant being admitted to bail in one surety of \$120.

A determined attempt to commit suicide was made by a man named On,-one of the men lately released from the charge of being concerned in the murder of the Captain and officers of the Kate Waters. appears that he was detained on board the Police Hulk with the other witnesses, and tre; two drifted on shore. at about 11 o'clock this forenoon, On was observed by P. C. Peterson to rise suddenly up from the starboard side of the deck, and would-be suicide, who was brought before the Magistrate to-day, said that he fell overboard accidentally. He was remanded

were committed for trial on a charge of age, and has been three times convicted for larceny; the second is only 22 years of age.

Chan A-tai for stealing a clock, was sent to four months' imprisonment with hard labour; Cheung A-sing, a seaman, got two months for attempting to steal some planks Tam A-ling a rice pounder and an old offender, was sent to four months hard labour for stealing a spar aylued at 30 cents; Chan A-sz and Wun A-cheong coolies, got 21 days each for stealing a spar valued at 18 cents.

Tsung A-luk, a servant unemployed, was cent to four month's hard labour for stealing a quantity of wearing apparel the property of his brother. He had asked his relatives to pay his passage to California and they refused to do it; so he took this means of providing the necessary funds. Lo A-Holi carpenter; was fined \$10 for falsely tea presenting himself as the house-holder of a certain property in the Queen's Road. admitted the charge, but said brother was the owner of the house, and was

SUPREME COURT. IN ADMIRALTY.

March 31, 1879.

Before His Lordship the Chlef Justice, with Capt. Cleveland, R.N., H.M.S. Iron Duke, and J. P. McEuen, Esq., Acting Harbour Master, as Nautical

> Promovent-Kwok Ayong. Impugnant-Schultze, Master.

This was a claim for damages for the loss of the stone junk Sun Hop Lee, which was sunk by collision with the S. S. Yangtoe, of which lat'er vessel the Impugnant was and is the master. The Hon. J. Russell, (Acting Queen's Advocate), instructed by Mr Brereton, was for the Impugnant; and Mr J. J. Francis, instructed by Mr Dennys, for the Promovent. Evidence was heard on the 18th and 19th instant, and the arguments of Counsel on the 24th.

On the Court sitting to-day, His Honor the President, said he did not until this morning know that he would have from the assessors so decided and conclusive a finding, and he had not called. this sitting of the Court; but when he was informed of the complete and conclusive nature of the finding of the assessors, he thought it best to call the Court together, and have the case disposed of, as owing to the Duc de Broglie and M. Rouchebouet. Capt. Cleveland's movements being so uncertain it might be that they would be cept the conclusions of the Chambers unable to have the deliverance given, as he desired it to be, with the two assessors present. The facts of the case were entirely nautical; the reasoning on them was necessarily nautical; and the whole question in the case was the nautical question rules of the road at sea had been disregarded by one party or the other in this case so as to lead to the collision. The assessors had eliminated the facts from the evidence. and had stated them with a clearness which Dartuell at 6; the envery fell back with a he could not have attained, and had come an opinion in which generally he concurred. He would therefore call on Captain Cleveland now to repeat in Court the views watched the camp with a powerful telescope | and finding of the assessors, which had been already communicated to him (the Chief

Justice) in private. Captain Cleveland read the opinion of the assessors as follows: -As to the facts of the case we find :-

1. The Yangize, an English steamer of about 800 tons register, Schultze, Master, left the buoy off Victoria, Hongkong, night amid the debris and the dead, expect- for Shanghal; she altered course as requisite ing an attack. The despatch adds little with the engines going slow till she was news about the defence on Rorke's Drift on | clear of the shipping, when the speed was increased to full, which gave he the force taken up a defensive position in | generally 7 knots an hour, and the course camp and hastily entrenched he feels confid- set to E. by S. heading for the Northern ent that the whole Zulu army would have side of the Ly-e-moon Pass. The weather been unable to dislodge them. The Times | was fine; it was moonlight, though the in a leader says but for Lonsdale's warning | moon had not risen about the hills. The Lord Chelmsford and staff must have fallen | wind was moderate from N. E., and the tide was running about 14 mile to the westward, being "half-flood." The London. 9th,-The latest advices from lights were burning, and one look-out-man Natal describe the general situation as was placed on the starboard bow. The unchanged. Colonel Pearson's column at Captain and Officer of the watch being on Ekowe had been attacked by a large num- | the bridge, about 6.30, half an hour after ber of Zulus, whom he repulsed, at the leaving port, a junk was sighted a little same time inflicting an enormous loss on on the starboard bow, about one point, them and pursuing them for a long"dis- and distant about three quarters of a mile, vecring, as nearly as could be seen with The condition of affairs in the Transvaal | the night glasses, on a parallel and opposite about 6.33, the master of the steamer London, 10th-Central Asian advices ported his helm, and altered course to state that tranquillity has been re-established starboard, till the junk was brought two at Mazatherif, and that Yakoob Khan has points on his port bow, and thus continued at full speed for about 7 minutes. The Paris, 9th.—The Chamber of Deputies | junk being then close upon the port bow, will probably reject the motion for the im- and a collision appearing inevitable to the peachment of the Cabinets of the Duc de Captain, he gave the order to put the helm Broglie and M. Richeboust. Marshal bard to starboard, and shortly afterwards, Macmahon demands that if the resolution to slow, stop, and reverse; but almost instantaneously the steamer ran into the starboard side of the junk, which proved to be the Sun-Hop-Lee, 25 feet from her stern, and cut her in two, the steamer finally losing her way at three or four of her own lengths. She then lowered a boat, and picked up one Chinaman. The collision

took place about a quarter of a mile north of Quarry Point. 12: The Sun-Hop-Lee is a licensed junk, of about 60 tons, commanded and manned by Chinese. She had twenty passengers on board, and being laden with stone, left Sywan at about 6 p.m. on February 6th bound to Victoria, Hongkong. She was apparently coasting along from headland to headland. About 6.80 the same evening she passed a Danish brig lying at auchor between the headlands of Aldiah Bay, and about the same time saw a light on starboard bow, and, when close to, discovered it was a steamer. The helm was starboarded when the collision was inevitable, but the steamer (which proved to be the Yangize) struck her 25 feet from the stern, on the passengers resisted this unlawful detention starboard side, and cut her in two. Every one was pitched into the water ; seventeen were picked up by the pilot boat of the

Danish brig, one by the boat from the Yang-As to the arguments based on these facts. There are four of the rules applicable to these facts, namely Nos. 15, 16, 18, and 20; deliberately run to the gangway and jump Nos. 15, 16, and 20 to the steamer and No. overboard. He could be plainly seen swim- 18 to the junk. It is therefore necessary to ming downwards, and he cank twice. When determine when and where each of these he rose to the surface the third time his rules become and remained operative -if t clothes were hooked, and he then attempted to | all-and to what extent they were regarded

the lank there was no risk of collision The junk was on the starboard bow of the steamer, and both vessels were steering a Chan Ahi and Wong Kai, two fishermen, parallel and opposite course. the conditions were therefore those of perfect safety. largeny from a dwelling house at Yoh-mah- | 50 long as no change of course was made ti. The first defendant is only 17 years of by either party, and consequently none of the rules were applicable.

2. Under the impression that the junk had changed her course slightly to starboard, an impression not borne out by the by the appellant at the Master Attendant's facts, about 6.63 the master of the steamer ported his helm, bringing the junk two points on his port bow. By this manœuvre, based upon an erroneous supposition, he forsook a position of safety, and immediately came within the operation of at 11 p.m. when the ship arrived. If that Rules 15 and 20.

3. Although the master distinctly saw how the junk was steering at 6.80 and 8.33. it certainly appears from the facts that he did not continue to watch her movements her close under his port bow; and incawith as much rapidity as possible, he obeyed the letter of Rule 16. But the speed had not reported as coon as the office was was excessive—as indicated by the fact that open, which would have been complying she ran 600 to 800 feet after passing with the reporting "forthwith" directed by through a heavily laden junit, and having the ordinance. It is quite consistent with her engines reversed, before the could be the whole of the evidence that the Captain

brought to a stand still. on the contrary contributed to bring her cannot be sustained. into collision, thereby infringing Rule 15.

4. The junk held her course, stretching from headland to headland, till the collision became inevitable, when she starboarded and brought herself under the operation of Rule 18.

Opinion .- 1. As the master altered course in the first instance without ascertaining more accurately how the junk was steering, the China station has been ordered to thereby forsaking a position of perfect safety for one involving a risk of collision, we consider he has infringed Rule 15, inasmuch as he did not do all a prudent commander would have done to keep out of the way of the junk. He has also infringed Rule 20 in not adopting the precaution of going at a slow speed when navigating in narrow waters at night. 2. When the junk was close under the

port bow of the steamers, by starboarding his helm the master contributed to the collision, thus infringing Rule 15. H. obeyed the letter of Rule 16, by slowing, stopping and reversing.

3. Though the junk starboarded her heln instead of keeping hercourse, this was only done when the steamer was close on board of her, and in our opinion did not contribute to the collision.

4. In our opinion the Yangtze was alone

to blame for the collision. The President of the Court entirely con curred with the conclusion come to by the assessors that the Yangize was solely blame. He must say that he was inclined to think that the Yangtze was in the wrong from the first, in not taking such a course as would have given the junk so wide berth that there would have been no risk of a collision. From that moment she was in fault. He had very carefully considered in connection with this case that of the Ocean where the same principle was maintained and after much consideration in England even although the decision was believed to very grievously affect the owners of the steamer, no appeal was taken. The Captain of the Yangtze was an honest and respectable man, and the case was no doubt one of those unfortunate accidents which may happen even when thebest men are engaged. But it was proved that he had taken a course which an ordinary man would not ordinarily take, and therefore he was error, and had subjected his vessel to the consequences. The decision would be that the collision was occasioned solely by the mismangement of the Yangize and in no way by the management of the Sun Hop Lee, and that the owner of the Sun Hop Lee was entitled to indemnification for the loss occasioned through the fault of the Yangize. It would be for the Registrar to certify for the amount of such loss, and order would tes to the owner of the Sun Hop Lee. costs of the Promovent would be paid by the Impugnant. The order would be made with the case of the Ocean as a general guide as to form.

> CHINESE IMMIGRATION AT SINGAPORE

Justice, Sir Thomas Sidgreaves, in the appeal by Captain Wharton, S. S. Carsisbrooke, against the decision of the Senice Magistrate in an action brought against him by the Chinese Protectorate appears in the last Straits papers to hand. The facts of the case are very simple. Capt. Wharton arrived in harbour from China at 11 o'clock at night with 390 Chinese passengers on board; of whom 209, whose passages had been paid, were for Singapore, and these landed before being inspected by the Chinese Protector. For permitting them to land before inspection. Captain Wharton was fined \$100, under Section 11 of Ordinance No. 2 of 1877, Chinese Immigrants. The Chief Justice has quashed the conviction, and points out that while the object of the ordinance seems to be to detain the Immigrants on board until the arrival of the Protector of Chinese Immigrants personally or by deputy, and the 6th and 7th sections of the Ordinance, the Protector of Chinese Immigrants full power to detain them in the Depot for the purposes specified in the Ordinance, there is no power given to the Master to detain passengers who have paid their passages after their arrival in port, and if a Captain took that view of his duty he might, as Mr Davidson pointed out, place himself in a very unenviable position. " By detaining the passengers against their will though they submitted pesceably to it, he might render himself liable to an action for false imprisonment, or might be proceeded against criminally under Section 342 of the Penal Code for wrongful confinement, and the extent of the punishment for that offence is one years imprisoment of either description; or \$500 fine, or both. If the and attempted to get on shore, and were forcibly detained by the orders of the Captain, supposing that he had the means of enforcing them, then he would make himself liable to either civil or criminal proceedings for assault as well as for wrongful confinement, and even if the Ordinance could be supposed to intend such a dangerous proceeding on the part of the Master, yet it is obvious that the moment he has reported "forthwith." the obligations cast upon him have altogether ceased. It then becomes the duty of the Master-Attendant or Harbour-Master to inform the I retector of Chinese Im-1. At 6.30 when the steamer first nighted | migrants, and the Protector of Chinese Immigrants is either personally or by an officer of his department to go on board forthwith, If the Master does report forthwith, and il after such report and before the arrival of the Protector of Chinese Immigrants, the Immigrants or any of them have left the ship, it is clearly not the Master who is to blame. Going fully into. the evidence the Chief Justice comes to the conclusion that the reporting of the vessel Office up to the time of the witness's going on board was an impossibility. Witness says the office was closed when he started from it that morning, and we must assume from his avidence also that it was closed were an it was an impossibility for the Captain to have reported up to-that time as directed by the ordinance, and no public law or local ordinance can compal a Master of a ship or anybody else to do an imso closely afterwards | for at 8.40 he finds possibility. There was no evidence given as to when the Master Attendant's Office much as he slowed, stopped, and reversed, was open that morning, and there was no evidence given as to whether the Captain

Moreover, | did report forthwith ;-at all events the starbearding his helm did not tend to keep prosecution entirely failed to establish that his ship out of the way of the junk, but he did not, and the conviction therefore

THE PELLEW ISLANDS.

A paragraph in the Hongkong papers announces that "so much suspicion attaches to the reported wreck of a British barque off the Pellew Islands, that on representations made by Lloyds, a man-of-war from proceed to the wreck to make enquiries." It will be recollected that in 1866 or 1867 H. M. S. Perseus was sent to these islands to enquire into the murder of a Captain Cheyne who had for many years traded among these and the neighbouring groups. Full enquiries were made and the then king was shot by order of the Captain of the Persous, the executioner (a volunteer) being the king's brother. For some two or three years after this the islanders remained quiet, with the exception of one or two forcible robberies of foreigners, but which were unattended by violence. In 1872 or 1873 (we forget the year) a foreigner, residing on one of the larger islands of the group, was attacked and cut down by some seven or eight natives. The viotim eventually recovered and went to Hongkong where he laid the matter before the Commodore, by whom he was told that the matter was beyond his jurisdiction and that it must be referred to the Admiral or Commodore on the Australian station. The foreigner having, after the attack made upon him, been robbed of nearly all he possessed was unable to pursue the matter further and it there dropped.

In 1876 H. I. G. M. S. Hertha, which had gone down to one of the groups in Pacific to make enquirles as to some insults offered to the German flag, called into the Pellews, and Captain Knorr informed the British subjects who were then living there that he had been authorized to look into any complaints that might be made against them by the natives or vice versa. The man who had been cut down by the natives had died in the meantime, but some friends of his who were there represented the affair to Captain Knorr, who called the principal chiefs together and told them that in future a man of-war of some nationality would call there every three or four months and that any further outrage would be severely punished; the natives were also ordered to restore the goods they had stolen; whether this was done or not we are unable to say. most probably not, for shortly after his departure some other foreigners were severely handled and robbed. Without accusing any one of mistaken leniancy we think we may safely say that a little wholesome severity would have had a beneficial effect. If the unfortunate vessel referred be made that the same he paid by the Yang. to above has been cut off and the crew murdered, we hope that such a lesson will be administered that a similar case will not occur again, and, as the Pellews are within a few days' journey of Hongkong a gunboat might be occasionally sent down there to look. More than one vessel has been cut off at that and the nighbouring groups and there are now (or were not very long ago) natives living who recollect the affairs and boast of them .- Hiogo News. The judgment delivered by the Chief

Quotations.

Hongkong, March 31, 1879. OPIUM .- Ne - Patna, cash ... \$555 Old , cash, ... New Benaves, cash, 580 cash. -New Malwa, credit, 780 Taels. -Allowance

Taels, — Allowance

Old Blalwa, credit, 780

Exchange. Bank, Wire 30 days' sight, 6 months' sight, Documentary, 6 months' sight, 3/7% India, Wire, demand,... Shanghai, demand, ... 80 days' sight, ...

Hongkong Bank, 35 % prem. Union Ins. Society of Canton, \$1,450 North China Ins. Co., Tls. 1,257 China Traders' Ins. Co., \$1,800 Yangtaze Ins. Assoc., Tis. 700 Chinese insurance Co., \$280 H.K. Fire Ins. Co., \$700 China Fire Ins. Co., \$168 H.K. & W. Dock Co., par, H.K. C. & M. S.-boat Co., \$9 dis. Shanghai Steam Navigation, Tls. 17 China Coast St. Nav. Co., Tls. 95, ex div. Hongkong Gas Co., \$70

Hongkong Hotel Co., \$65

Obina Sugar Refining Co., \$120.

Chinese Imperial Loan, £113,

of 1877, £110, Temperature.

(Taken at Mesers Falconer & Co. s Premises, Queen's Road.) Hongkone, March 31, 1879.

BAROMETER- 9 A.M 1 P.M. ... 4 P.Misse THERMOMETER-9 A.M 1 P.M 4 P. M. (Wet bulb) 9 A.M. 4 P. W. Do. Minimum over night

Shipping Intelligence. The following is corrected from the latest

London and Colonial Papers, &c .:-VESSELS TO ARRIVE. AT HONGKONG.

Cardiff Hermann, 21, Fulda, Rossire Flushing 18. Blenheitil,

London

Cardiff 23, Glamis Castle, London 8. Galley of Lorne (s.) Penarth 12, South American, Gardiff

21, Kong See (s.)

Intimations.

HONGKONG WHARF & GODOWNS STORAGE.

OODS RECEIVED on STORAGE at Moderate Rates, in FIRST-CLASS GODOWNS, under European supervision; and VESSELS Discharged alongside the WHARF, on favorable Terms, with quick despatch. MEYER & Co.,

Proprietors. Hongkong, November 29, 1878.

HUTCHINGS begs to announce to the Community of Hongkong that he will be able to supply BEEF, MUTTON, &co.,

grant him their support. SHOP - WELLINGTON STREET, opposite the Cathedral. Hongkong, September 20, 1878.

To Let.

TO LET.

TARINE HOUSE, QUEEN' ROAD: East-GROUND FLOOR, consisting of

OFFICES, COMPRADORE'S QUARTERS, and Godowns. West-A RESIDENCE, with Business Accommodation, complete.

GAS and WATER laid on. Each of these Premises can be Let in whole or in apartments,

Apply to E. R. BELILIOS. Hongkong, March 11, 1879.

TO BE LET.

On Shameen - Canton.

THE SPACIOUS PREMISES lately occupied by Messrs Olyphant & Co., Comprising: DWELLING HOUSE, with Go-DOWN, TEA and SILK ROOMS attached. For Particulars, apply to

EDWARD DAVIS, Canton.

Canton, March 12, 1879. TO LET.

FFICES on the FIRST FLOOR, No. 8, Queen's Road. Apply to

J. NOBLE, No. 8, Queen's Road Hongkong, March 13, 1879.

TO LET.

DORTION of a HOUSE, very suitable for OFFICES and DWELLING, also for a STORE, Queen's Road Central. Possession 1st March next.

Apply to LANDSTEIN & Co. Hongkong, February 4, 1879.

TO LET.

TN the Houses on MARINE LOT 65, formerly known as the Blue Houses, Company's Office. situate on Praya East :--FIRST FLOORS of Nos. 2 and 4, Praya East.

As also, A FRONT and BACK ROOM in the DWELLING to the eastward of the Pier,

with part of its spacious Verandah. Immediate Possession. TO LET.

TAIRST CLASS GRANITE GODOWNS, attached to Blue Houses at Wanchal, MARINE LOT 65.

Also,. A SPACIOUS TIMBER YARD, close to the Wanchai Pier. Timber received on Storage or the Yard Rented. For further particulars, apply to

MEYER & Co. Hongkong, March 4, 1879.

TO BE LET.

TWO Excellent STONE-FLOORED GODOWNS, on Marine Lot No. 10, Praya Central.

Apply to TURNER & Co. Hongkong, August 1, 1878.

TO LET.

TIRST-CLASS OFFICES and GO. DOWNS, Nos. 54 and 60, Praya Central.

Apply to WO HANG,

Nos. 6 and 7, Praya West. Hongkong, January 2, 1879.

kalls.



STEAM FOR SINGAPUILE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDI-TERRANEAN PORTS, SOUTH: AMPTON, AND LONDON;

BOMBAY, MADRAS, CALCUTTA; AND AUSTRALIA.

THE PENINGULAR AND ORIENTAL STRAM NAVIGATION COMPANY'S Steam-ship EHIBET, Captain J. H. TORBOCE, will leave this on SATURDAY, the 12th April, at Noon.

For further Particulars, apply to A. Melver, Superintendent, Hopghong, March 29, 1879.

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE. CONNECTION WITH THE CENTRAL

UNION PACIFIC AND CONNECTING RAILROAD COMPANIES

ATLANTIC STEAMERS.

from 1st October, and trusts that they may | TIHE 8. S. GAELIC will be despatched for San Francisco via Yokohama, on TUESDAY, the 1st day of April, 1879, at 3 p.m., taking Cargo and Passengers for Japan, the United States, Mexico, Central and South America, and Europe. Connection is made at Yokohama, with

Steamers from Shanghal, Freight will be received on Board until 4 p.m. of the 31st March. PARCEL PACKAGES will be received at the Office until 5 p.m. same day: all Parcel Packages should be marked to address in full; value

of same is required. A REDUCTION is made on RETURN PAR-BAGE TICKETS. Consular Invoices to accompany Overland, Mexican, Central and South American

Cargo, should be sent to the Company's Offices addressed to the Collector of Customs, San Francisco. For further information as to Freight or Passage, apply to the Agency of the

Company, No. 37, Queen's Road Central. G. B. EMORY; Agent. Hongkong, March 22, 1879.

NOTICE,

COMPAGNIE DES MESSAGERIES MARITIMES,

PAQUEBOTS POSTE FRANCAIS. STEAM FOR .

SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILIA, PORT SAID, NAPLES, AND MARSEILLES;

ALSO, PONDICHERRY, MADRAS, CALCUTTA AND ALL INDIAN PORTS.

ON SATURDAY; the 5th April, 1879, at Noon, the Company's S. S. AMAZONE, Commandant Lormier, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marsellles for the principal places of Europe. Shipping Orders will be granted until

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 4th April, 1879. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are re-

quired, For further particulars, apply at the G. DE CHAMPEAUX,

Hongkong, March 25, 1879.

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP

THROUGH TO NEW YORK, VLA OVERLAND RAIL WAYS, AND TOUGHING AT YOROHAMA, AND SAN FRANCISCO.

COMPANY.

THE U.S. Mall Steamer ALASKA will be despatched for San Francisco, via Yokohama, on TUESDAY, the 15th April, at 3 p.m., taking Passengers, and

Freight, for Japan, the United States, and Europe. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Over-

land Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

On Through PASSAGES to EUROPE, a -REDUCTION OF TWENTY PER CENT from Regular Rates is granted to OFFICERS OF THE ARMY AND NAVY, AND MEMBERS OF THE CIVIL AND

CONSULAR SERVICES IN COMMIS-Freight will be received on board until 4 p.m., of 14th April. Parcel Packages will be received at the office until 5 p.m.

samo day; all Parcel Packages should be marked to address in full; value of same la regulred, Consular Invoices to accompany Overland | Marine Risks to all parts of the World.

Cargo should be sent to the Company's In accordance with the Company's Articles

Offices in Sealed Envelopes, addressed to the of Association, Two Thirds of the Profit, Collector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company, No. 9, Praya Central.

RUSSELL & Co . Agenta. Hongkong, March 21, 1879

Insurances.

ROYAL INSURANCE COMPANY. THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELCHERS & Con Agents, Royal Insurance Company. Hongkong, October 27, 1874,

swiss Lloyd TRANSPORT INSURANCE COMPANY OF WINTERTHUR,

THE Undersigned having been appointed Agents for the above Company, have This Day taken over charge of the Hong-kong Agency, and are prepared to grant INSURANCE on MARINE RISES at Current Rates to all parts of the World.

MEYER & Co. Hongkong, February 10, 1870.

Insurances.

QUEEN FIRE INSURANCE COMPANY,

THE Undersigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premia.

NORTON & Co.

Agents. Hongkong, January 1, 1874.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE,) CAPITAL,-Two MILLIONS STEBLING.

THE Undersigned are prepared to grant POLICIES against the Rick of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms.

and Conditions. Proposals for Life Assurances will be received, and transmitted to the Directors for their decision. If required, protection will be granted on first class Lives up to £1000 on a Single

For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBERG & Co., Agents, Hongkong & Canton. Hongkong, January 4, 1867.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE-RONGKONG. GENCIES at all the Treaty Ports of A China and Japan, and at Singapore, Saigon and Penang. · Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FRES. JAS. B. COUGHTRIE, Secretary. Hongkong, November 1, 1871.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER His Majesty King George The First,

A. D. 1720. HE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows :-

Marine Department. Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department. Policies issued for long or short periods at current rates. A discount of 20 % allowed. Life Department. Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co. Hongkong, July 25, 1872, MANCHESTER FIRE ASSURANCE COMPANY OF

MANCHESTER AND LONDON. ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling of which is paid up £ 100,000 Reserve Fund upwards of £ 120,000 Annual Income \$ 250,000

THE Undersigned have been appointed Agents for the above Company at Rongkong, Canton, Foochow, Shanghal, and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co. Hongkong, October 15, 1868. THE SCOTTISH IMPERIAL INSUR-

ANCE COMPANY. THE Undersigned having been appointed

Agents in Hongkeng for the abovenamed Company, are prepared to Grant Policies against FIRE on Buildings and on Goods to the extent of \$50,000, at the usual Rates, subject to an immediate Discount of 20 per cent, Attention is invited to a considerable

reduction in Premia for Life Insurance in MEYER & Co. Hongkong, August 13, 1878.

CHINESE INSURANCE COMPANY, (LIMITED.)

NOTICE, TOLICIES granted at current rates on are distributed annually to Contributorsa whether Shareholders or not, in proportion to the nett amount of Premia contributed by each, the remaining third being carried

to Reserve Fund. J. BRADLEE SMITH, Secretary.

Hongkong, December 9, 1878. NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Churter which Special Acts of Parliament, ECTABLISHED 1809, CAPITAL £2,000,000,

THE Undersigned, Adents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloong shore k., and those in the body of the Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

2. 1. From Green Island to the Gas Works.

2. From Gas Works to the Novelty Iron Works. 3. From Novelty Iron Works to the Harbour Master's Office. 4. From Harbour Master's to the P. and O. Co.'s Office.

Section. 5. From P. and O. Co.'s Office to Peddar's Wharf. 6. From Peddar's Wharf to the Naval Yard. 7. From Naval Yard to the Pier.

8, From Pier to East Point,

Vessel's Name.	Anshor	Captain.	Flag Ri		Tons,	Date of Arrive		Consignees or Agents.	Destination.	Remarks.
Steamers							_		4	
lice	7. h	Runia	Clar	- a		8/5	-	A	Court Con Taland	4.1 +
Bellona	S O	A historia	Cler,	str.	700	Mar.	0E	Siemssen & Co.	South Sea Island	He waste a
Bombay	1 %	THIOTIS ******	Dall	str.	-			Kwok Acheong	Bangkok	To-morrow
Bowen	4 6	Millor	Drie.	str.				Gibb, Livingston & Co.	Australian Ports	0_3
assandra	5 0	Lange	Clor	atr.						3rd prox.
harlton	RL	Tohnwon	Dul.	str.	200			Siemssen & Co. Captain	Salgon	To-morrow
heang Hock Klan	0 1	Wohh	Drit.	Str.				Bun Hin Chan	Aman	Di 1 .8 6410
Danube	2 1	Clanchy	Dall	str.				Yuen Fat Hong		Sands' Slip
ame	6 h	Stoponi	Drit.	str.	117					Brd prox.
aelic	E a	Kidlon	Drit.	str.		Mor		O. & O. S. S. Co.	Vihama & Can Water	Tug Plying
lencos	5 %	Gulland	Driv.	str.	1712				Y'hams & San F'cisco	TO-MOLLOM.
Cwangtung	5 h	Dunchard	DEIL.	str.		1		Douglas Lapraik & Co.	S'hai & Yekohama	aliasia i a
Lariveles'	O II	Минов	DIII.	str.				Remedios & Co.	Coast Ports Manila	2nd, daylig
de-li	/'i.	Mondon	opan,	str.	181			C. M. S. N. Co.	Haiham & Halaka	K'loon Doc
Vorna	# D	Wollean	Out.	str.				Kwok Acheong	Hoihow & Haiphong	0.4.5
anay	***	Covernation	DFIL.	etr.						Coa'tan Doc
Radnorshire	F -	Thomas	phin.	str.	545			Remedios & Co.	Manila Singapore	K'loon Doel
ea Gull	0 0	Handon	DILE.	str.		Mar.		Gibb, Livingston & Co.	Singapore, &c.	3rd prox.
ea Gull	o D	Description	Amer,	Bir.	- 48	Mar.	44	China Traders' Insurance Co.		4
Sunda	0 0	Dance	Drit.	1 44		1			Yokohama	Mails
ephyr	1 0	richer	DIL.	str,	*****	*****	•	Russell & Co.		
g-lines Trees				7					4.	
Salling Vessels	١.,	rr			9 400	4.0		No. 1. C		* ***
Abbie N. Franklin	4 1	Howes	Amer,	pde.	460	Mar.	6	Captain		
B. F. Watson	8 6	Hawkins	Amer.	pde.	******	Mar.	8	Butterfield & Swire	4	*
Black Hawk	8 0	Hoyland	Amer,	sb,	1126	Jan.	13	Vogel & Co.	San Francisco	,
Carrie Wyman	7 0	Kandell	Amer.	bqe,	459	Mar.	18	Meyer & Co.	Blugapore	4 9
Charmer	4 0	Lucas	Amer,	sb.	1333	Jan,	8	Russell & Co.	San Francisco	. 43
Choice	7 c	Barrison	Brit.	bqe.	394	Mar.	20	Douglas Lapraik & Co.	1akow	
ilurnum	4 0	Readle	Brit.	sh,	1886	Mar.	9	Vogel & Co.	San Francisco	
Joeran	8 P		Amer.	seb,	188			W. H. Ray	Japan	
Smil Julius	4 0	Jurgensen	Ger.	bqe,	501			Melchers & Co.		
Emilio V	8.0	Merello	Ital.	bge,	724			D. Musso & Co.	1	20
Seperance	7 c	Guillon	Fch.	bge,	272			Carlowitz & Co.		
formosa	4 0	Burgwarldt	Ger. 3	m. sc.	282			Vogel & Co.	Hamburg	d majeri
dolden Fleece	***	Wiltshire	Brit.	bqe,	893			Gilman & Co.	***************	Wanchai Pi
dolden Rule	4 k	Lewis	Amer.	da,	1195	Mar.	7	Vogel & Co.	New York	V
Highlander	4 k	Hutchinson	Amer.	sh,	1852	June	19	Vogel & Co.		
acobine	3 k	Bang	Ger.	bqe,	417	Mar.	18	Captain	3. 4	W
an Peter	8 0	Ewert	Ger.	bge,				Meyer & Co.		1 Ch.
ohann Schmidt	1 c	Bösche	Ger.	bge.	433	Mar.	80	Melchers & Co.	Tientsin -	Transfer golden
ouise	2 0	Simons	Brit.	soh.	280			Gilman & Co.	J. 42. 11	
langerton	4 0	Thompson	Brlt.	bae.	830	Mar.	19	Wieler & Co.	Halphong	53
darquis of Argyll	3 c	McKeon	Brit.	bae.	500	Dec.	24	Rozario & Co.	Bangkok	· ·
Nenemian Gibaon,	1 0	Bradford	Amer.	bae.	741	Feb.	23	Russell & Co.	Singapore	- t
enobscot	4 0	Chipman	Amer.	bae.	1188	Feb.	23	Butterfield & Swire	San Francisco	7 75 6
meida	5 k	Clyma	Brit.	sh.	2293	Mar.	15	Captain		-6.18
Jrange Grove	8 c	Longmuir	Brit.	bae.	385	Mar.	21	Geo. R. Stevens & Co.	ž	
керивиония принципа	A a	Holmes	Amer.	ah.	1981	Mar.	9	Captain	Honolulu	1 .
tuman B. Allen	4 0	Taylor	Amer.	boe.	586	Jan.	26	Vogel & Co.	Portland (Oregon)	4
tracatoro	4 0	Miller	Reft.	hoe.	1160	Dec.	17	Vogel & Co.	London	1 1 1
trathmore	4 .	iiemsworth	Brit.	hae.	800	Dec.		Captain	Ilcilo	20
umariide	4 0	Tobiasen	Norte	ah	043	Jan.		Vogel & Co.	London	
umatra	3 k	Clough	Amer.	sh.	1090	Sept.	5	Russell & Co.		A .
nos. A. Goddard	4 0	Smith	Amer.	bae.	682	Jan.	9	Russell & Co.	New York	1
nomas Fletcher	3 k	Pendleton	Amer.	bae.	645	Feb.		Captain	Victoria (V. I.)	4 19
ranon	7 0	Berg	Norw.	boe.	490	Mar.		Arnhold, Karberg & Co.	Bangkok	
V. H. Holcomb	***	Dunton	Amer.	pde.	958	Mar.	28	Rozario & Co.		Costan Do
WHAMPOA	į.	Danie I.			***		5	STREET, A. CO.		
riedrich		Bertelsen	Ger. 8					Wieler & Co.	Tientsin	i
ohann Friedrich		Kroneke	Ger.	bg.	242	Mar.	81	Wieler & Co.		
ota		Dudfield	Brit.	bqe,	472	Mar.	17	Order	Cheroo & Newohwang	
CANTON		4.2							· · · · ·	1 2
moy territ					814	- 1				

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor-	Flag.	Class.	Tons.	Guns.	н. Р.	Date of Arrival.	Commander.
Ashuelot Champlain Charybdis Fly Iron Duke Juno Lily Mecanee Mosquito Victor Emanuel Vigilant	7 6 6 h 6 h 6 h	U. S. French British British British British British British British British	corvette corvette corvette gun vessel Flag-ship (iron-clad) corvette gun vessel military hospital gunboat Commodore's flag-ship despatch vessel	1370 1930 1506 584 3787 1029 700 2591 495 3087 835	6 10 17 4 14 8 3 4 20	700 400 120 800 400 95	Feb. 12- Mar. 29 Mar. 19 Dec. 21 Mar. 15 Mar. 26 Jan. 28 Jan. 30 Mar. 25	Geo. H. Perkins M. Michaud Chas. F. Hotham M. McNeil Henry Cleveland James A. Poland B. E. Cochrane Lt. Com. G. A. Grey Commodore Watson William M. Annesley

HONGKONG, MACAO AND CANTON RIVER STEAMERS.

CHINESE GUN-VESSELS IN CANTON WATERS, &c.

Name.	Tons.	Captain.	Owners.	Name,	Tons.	Guns.	H. P.	Commander.	
Fatchoy Ichang Kin Shan Kin Shan Kin Kiang Kienchow Powan Sir J. Jeejeebhoy Spark White Cloud Yotsal	153 700 457 617 848 1890 184 140 280 180	Coulsen Martin Benning, T. Browne Benning, A. Hoyland Cary	H., C. & M. S. boat Co. Kwok Acheong H., C. & M. S. boat Co.	Chun-tung Li-she Peng-chou-hai Quang-on	221 80 221 120 180 150 80 600 120 180 160 160	887489888	70 20 70 40 60 40 20 120 40 60 60 60	J. Godsil A. Walker Stewart Chinese Admiral Chun Ti Hu Read C. H. Palmer Li Ping Tye H. Wade J. Calder Bessard Ching	

MERCHANT BYLAMERS.

Chinese

British

British

British ship

British ship

British ship

British barque

FOODHOW SHIPPING IN PORT. March 22, 1879, MERCHANT BAILING VESSELS. Auton Gunther

German barque Christian German schooner for Tientsin HEN-OF-WAR. Ling Feng Chinese critiser

Sheldrake

SHIPPING IN SHANGHAI HARBOUR. March 22, 1879. MERCIANT STEAMERS,

U. S. gunboat

H. M. gunboat

Amazone French British British * Since left post, or arrived at Hongkong.

Chinese *Fuyew Gordon Cantla British Chinese Hae-an Chinose Hae-san British Hankow Danish H. C. Orsted Klang-plan Chineso Chinese Klang-tung Chineza Kiang-yuen British Oriana Paukong British Ta-yue-fung American British Thibat-

Chin-se

Diamed

Argua

Birker

Birchvale

Connaught Ranger

Flora McDonald

ragu Jerialcon. Leauder Magdala Moorburg Nourmabal Ta Hongkong Vesta Vesuvius Von Werder MERCHANT SAILING VESSELS.

BAILING VESSELS Edith American ship British barque Ella Beatrice British ship British ship Fiery Cross Forward Ho Humboldt American ship British barque. British ship British ship German schoones for London Queen of the West British barous Slamese ship American brig American barque German barque

MEN-OF-WAR.

H. M. gunboat Egeria Freys German corvetis Monocacy U. S. corvette Swinger H. M. gunboat

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